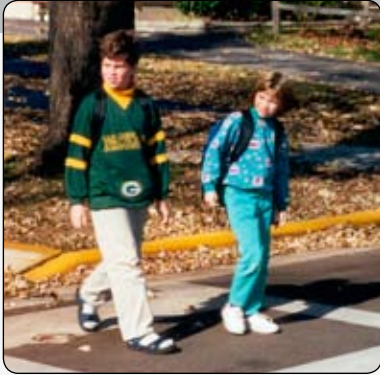


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WisDOT begins Safe Routes to School Program

The Safe Routes to School Program is a national initiative that encourages children and their families to rethink their travel choices and start walking, bicycling or using other active ways to get to and from school. The percentage of children walking and bicycling to school has declined more than 50% to only about 15% in the last 30 years. Today's children are more likely to be bused or driven to school than to walk or bike. The latest federal transportation act, SAFETEA-LU, provides funding for state Safe Routes to School programs.

The purpose of the program is as follows: (1) to enable and encourage children, including those with disabilities, to walk and bicycle to school; (2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and, (3) to facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

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LRSC

Local Roads & Streets Council

Advisory to the Wisconsin Secretary of Transportation



*Frank Busalacchi, Secretary,
Wisconsin Department
of Transportation*

Message from WisDOT Secretary Frank Busalacchi

Recently, Wisconsin and the nation celebrated the 50th anniversary of the Interstate highway system. It was a tremendous opportunity to celebrate how the Interstate has forever transformed the way we travel, providing safe, efficient travel corridors that are vital to economic growth. At the same time, the Interstate anniversary provides a chance to look forward and examine how we are going to meet our state and nation's transportation needs over the next 50 years. As with most things that are 50 years old, time (and traffic) takes its toll, and the Interstate system is no different. While we continue to do all we can to keep Wisconsin's 743 miles of Interstate in the best shape possible, parts of the system are nearing the end of their useful life and will require complete reconstruction in the not-too-distant future.

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*Paula Vandehey, Council Chair,
Director of Public Works,
City of Appleton*

Message from LRSC Chair Paula Vandehey

Members of the Local Roads and Street Council (LRSC) are aware that several LRSC Sub-committee meetings, as well as the June quarterly Council meeting have been cancelled for various reasons. This message is an attempt to explain why these cancellations have occurred and to reassure the LRSC membership that we are working hard to get back on track to accomplish many of the goals and priorities we developed for 2006 and into next year.

Over the past several months, some Council meetings were cancelled as they conflicted with other state and local association activities. At the same time, some key Wisconsin Department of Transportation (WisDOT) staff who traditionally worked closely with the Council have accepted new responsibilities and those

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Secretary's Message

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Our state's transportation system is undergoing many of the same challenges and trends we see occurring on the national level: traffic volumes continue to outpace capacity; and transportation needs outpace available revenues. The result is a heightened focus on projects that pose the most immediate safety and congestion concerns. Other lower profile projects and maintenance efforts are sometimes deferred to meet more urgent needs. And while inflationary increases to projects can be anticipated, unexpected factors can significantly influence the cost of transportation improvements.

For example, due to a variety of economic factors, we've recently seen a dramatic rise in the cost of many highway construction materials. Over the last year, the cost of asphaltic materials has risen 30 percent while structural steel costs have gone up 45 percent. Petroleum prices are expected to remain volatile. This makes budgeting for future improvement efforts an especially frustrating adventure. Municipalities are likely experiencing similar challenges in completing their local transportation improvement projects.

People often ask how our department identifies and prioritizes improvement projects. The standard process works like this: potential improvement projects are identified through statewide planning efforts and public meetings involving citizens, community groups, state and local elected officials combined with traffic safety and congestion data; utilizing this data and working with these same public and private officials, improvements throughout the state are prioritized; cost estimates, a design process and necessary environmental steps must be taken into account along with available and expected revenues. Complications during any part of this process (a fairly common occurrence) can result in changes to the schedule.

And now we must factor in yet another variable—the current volatility in the construction materials marketplace that can make original project cost estimates way off target. All this helps explain why our highway improvement program is “fluid” or constantly changing shape to adjust to new or unexpected circumstances.

Projects move forward or backward in the construction schedule based on the many factors that can impact the transportation improvements process.

Still, progress on these projects can and must continue. Rest assured that both Governor Jim Doyle and I understand that a reliable transportation system serves as the foundation for economic growth and public safety and we remain committed to doing all we can in support of our comprehensive transportation network. I'm confident that with the help of our federal, state and local partners (including the LRSC) we can work together and find ways to keep our transportation system and our economy moving forward. ▲

Council Chair's message

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vacancies are still being addressed. These factors have had the combined effect of limiting Council activities in 2006. The LRSC is also dealing with some vacancies, including the Vice-Chair and Chair to the Education and Communications (E&C) Committee. WisDOT and the LRSC are currently working hard to fill these vacancies with qualified candidates.

On June 22, 2006 the Executive Committee (EC) met to discuss these recent events and to strategize on how best to utilize our current limited resources. It is from this perspective on behalf of the LRSC—EC and WisDOT staff to focus our energy on the most important and/or achievable goals. The Committee determined that the following are the priority items concerning LRSC for the next 12 months:

- » Development and implementation of WISLR training modules;
- » GTA incentive proposal;
- » “Single Point of Contact” proposal for Department of Natural Resources (DNR) review and approval of local road projects;
- » Printing and distribution of 2004–2006 Biennial Report; and
- » Updating LRSC Brochure.

LRSC Sub-committee priorities not listed but stated earlier this year during the March quarterly Council meeting may be addressed in the future. These additional priorities currently need additional

personnel support and time, are currently not developed to a point where success could be accomplished in the near term, or are of high priority to the LRSC in the short term given current resources available.

WisDOT staff met with Mark Wolfgram WisDOT Administrator of the Division of Transportation Investment

Management (DTIM) on July 20, 2006 and briefed him on the issues of concern to the LRSC. Mark agreed to this list of priorities and WisDOT staff gained his support for focusing on this list as identified by the Executive Committee.

Although our current progress is slow, I am confident that as WisDOT and LRSC fill these vacant positions, we will be ready to continue to fulfill our mission as the Local Roads and Streets Council in developing support to the improvement of the system of local roads and streets as an integral part of the statewide transportation system. A progress update concerning these LRSC priorities will be on the agenda at the September 28, 2006 quarterly Council meeting. ▲

Welcome New Council Member



The Local Roads and Street Council is pleased to welcome Joni Herren-Graves to the Council. Joni will represent the Southwestern Wisconsin Regional Planning Commission (SWWRPC) where she works as a Transportation Planner. Joni will become the newest member of the Education and Communication Committee. ▲

Transportation Enhancements (TE) Project Review

Project Name: Lakefront Bicycle and Pedestrian Trail
Community: Milwaukee
Award Date: 2000
Grant Awarded: \$536,000

Nothing defines the city of Milwaukee quite like the gorgeous blue shoreline of Lake Michigan. And with the Santiago Calatrava designed addition to the Milwaukee Art Museum, the shoreline is just that much more stunning. The Lakefront Bike and Pedestrian Trail provides water's edge access for bikers and pedestrians creating a direct connection from the Art Museum site to the planned Lakeshore State Park. Sea wall improvements stabilize the shoreline and provide wave protection for the trail. The trail is part of a larger network of city, county and state trails linking numerous cultural and recreational facilities and is used by over a million people annually.



2006 TE Project Review

The Transportation Enhancements (TE) Project Review Committee met July 11–12, 2006 in Madison to review and rank projects submitted this year. The program remains very competitive, with demand far exceeding available federal funds. The committee reviewed 143 eligible projects with total demand of \$60.2 million in federal funding. State budget spending authority is only sufficient to fund about 15–20% of the requests. As in the past, bicycle and pedestrian projects are by far the largest proportion of projects, followed by landscaping and streetscaping type projects and then historic preservation related requests.

The committee's rankings are presented to the WisDOT Secretary's office as recommendations. Other factors in developing a final list of funded projects are geographic distribution throughout the state when possible, a balance of project types and consideration of Metropolitan Planning Organizations (MPOs) highest priorities for projects in their urbanized areas. Formal announcement of awarded projects is expected by late August—early September of this year.

TE projects are funded with 80% federal and 20% local match. Most of the projects are let locally rather than by the state. For additional information, please contact statewide Program Manager John Duffe at (608) 264-8723 or via e-mail at john.duffe@dot.state.wi.us ▲

Safe Routes to School

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Projects eligible for Safe Routes to School funding must be within two miles of a grade or middle school (kindergarten through eighth grade) and can be tailored to the needs of specific schools and communities. Grants to assist with initiatives such as traffic calming measures, improved pedestrian and bicycle crossings, education programs, enforcement efforts, and encouragement programs such as a "Walking School Bus" or a "Walk to School Day" are fundable through this program.

Wisconsin's Safe Routes to School program will grant funding for educational and promotional projects that encourage walking and biking options and small-scale capital improvements that fill gaps in existing bicycle and pedestrian systems. While Safe Routes to School projects are 100% fundable to the limit of the project award, it is important to note that communities will be required to complete the project and then request reimbursement from WisDOT upon completion.

Communities interested in Safe Routes to School should begin planning now before applications are available. Consider the following steps:

- » Involve the entire community by meeting with teachers, parents, government officials, law enforcement, politicians, local businesses, non-profit organizations, urban planners, engineers, and local health officials. Creating a committee or Task Force that includes all relevant parties may

be the most beneficial process for producing the most effective and thorough plan.

- » Use surveys or other available data to identify safety problems and deficiencies that affect walking and biking options within two miles of a grade school or middle school in the community. Evaluation of the program will be key to continuing Safe Routes to School in the future, so being able to show improvements by comparing before and after data is essential.
- » Map out the different routes that children currently take to school and indicate unsafe areas on each route, and recommend safe alternative routes to schools.
- » Identify both infrastructure and non-infrastructure projects. Even though federal law requires the majority of the funding (minimum of 70 percent) to go towards infrastructure improvement, communities should also encourage walking and biking through non-infrastructure-related activities (minimum of 10 percent) such as educational and law enforcement efforts.
- » Discuss the problems and deficiencies within the project area and make a list of possible solutions.
- » More information on Wisconsin's Safe Routes to School Program can be found on the WisDOT Web site at: www.dot.wisconsin.gov/localgov/aid/saferoutes.htm. Grant applications are anticipated to be available by early 2007. For additional information, contact Renee Callaway, WisDOT Safe Routes to School Coordinator at (608) 266-3973 or via e-mail: renee.callaway@dot.state.wi.us ▲

The Wisconsin State Pedestrian and Bicycle Summit and 14th Annual International Pro Walk/ Pro Bike Conference

This Conference will take place September 5–8, 2006 in Madison Wisconsin. Some scholarships are still available to qualified participants. The Governor's Bicycle Council, Wisconsin Walks, Wisconsin Department of Transportation, Bicycle Federation of Wisconsin and the city of Madison are pleased to invite you to the 2006 Wisconsin State Pedestrian and Bicycle Summit. This year's event will be extra special because the Summit will be held in conjunction with the 14th International Pro Walk/ Pro Bike Conference at the Monona Terrace Convention Center in Madison. The Conference, titled "Making Connections," promises to be the premier educational and networking event for transportation professionals, educators, public health specialists, park and recreation managers, elected officials, planners and citizens who are involved in the creation of bicycle and pedestrian friendly environments.

Please visit <http://www.dot.wisconsin.gov/news/events/bikeped.htm> for updated information on the Wisconsin portion of the conference. For more information on the International portion of the conference, please visit <http://www.bikewalk.org/conference/history.html>

- » Learn about the economic and health benefits of walking and bicycling;
- » Meet others who are interested in improving their communities through walking and bicycling;
- » Learn while walking and biking by participating in Mobile Workshops;
- » Learn how to build multi-jurisdictional trails;
- » Designing bicycle and pedestrian facilities for large and small communities;
- » Keeping children safe and active through Safe Routes to Schools; and
- » Take part in fun walks and rides in one of America's most pedestrian and bicycle friendly cities.

For more information, please contact one of the following people:

Dave Phillips (608)266-8377
Tom Huber (608)267-7757
Larry Corsi (608)267-3154 ▲



Photo courtesy of RMT, Inc.

Asbestos—It's still out there! Contracting for Asbestos Inspection on Local Bridge Projects

WisDOT's asbestos inspection program has been up and running for three years. During that period over 1,000 bridges have been inspected for asbestos containing materials (ACM). Approximately 10 percent of all of the bridges have some ACM in the structure. The Facilities Development Manual now includes a procedure on bridge asbestos inspection. As part of the ongoing coordination with DNR to refine the list of materials to be inspected, all inspections, including those for local roads projects, are being coordinated through the Department's Bureau of Equity and Environmental Services (BEES).

As part of the program development process, WisDOT released Facilities Development Manual Procedure 21-35-45 on March 9, 2005. This new section covers the inspection of bridge structures for asbestos-containing material, and how to address asbestos in the environmental document for the project. This procedure can be reviewed through the WisDOT Extranet (after you have registered a logon ID and password) at: <https://trust.dot.state.wi.us/extnrgtwy/fdm/21/21-35-45.pdf>

Contracting for all asbestos inspections for any project that will be administered by WisDOT, including local road bridges, projects designed by consultants under contract to WisDOT, and projects designed in-house by WisDOT will be done under a statewide contract. To request an inspection for a local road bridge, simply fill out the linked [MS Excel spreadsheet](#), save it on your computer's hard drive and e-mail it along with a location map and photo of the structure (if available) for the project to the BEES hazardous materials unit, attn: Shar Te Beest: sharlene.tebeest@dot.state.wi.us

Scheduling of the inspections will be prioritized by expected demolition date, letting date, and the Plans, Specifications and Edits (PS&E) date. The inspections will be grouped to reduce overall costs and mobilization charges.

If you have questions on this process, please contact Shar Te Beest of the Bureau of Equity and Environmental Services at (608)266-1476 or the e-mail address listed above. ▲



Calendar of events

Below are meetings and training events related to the local road network in Wisconsin. Please submit events for inclusion in future LRSC newsletters to lrsc@dot.state.wi.us

LRSC newsletters to lrsc@dot.state.wi.us

Local Roads and Streets Council meetings are held throughout the year in the city council chambers in Wisconsin Rapids beginning at 9 a.m. The 2006 schedule includes meetings on September 28th and December 7th. Interested people are invited to attend council meetings. Various LRSC Committee meetings are also typically held four times a year in locations around the state. Please contact WisDOT's Kathryn Dustin at kathryn.dustin@dot.state.wi.us or call (608)267-0448 to confirm meeting dates and times.

The Wisconsin State Pedestrian and Bicycle Summit and 14th Annual International Pro Walk/Pro Bike Conference

This conference will take place September 5–8, 2006 in Madison. See more info on page 3.

Wisconsin Counties Association (WCA) Annual Conference

The 68th WCA Annual Conference is scheduled for September 17–19, 2006 in La Crosse. For more information contact: Wisconsin Counties Association, 22 E. Mifflin Street, Suite 900, Madison, WI 53707, Phone: (866)404-2700, Fax: (608)663-7189, e-mail: mail@wicounties.org or Web site: www.wicounties.org

The American Public Works Association (APWA) 2006 Snow Plow Rodeo

The American APWA 2006 Snow Plow Rodeo and related events will be held September 19–20 at Lambeau Field in Green Bay. Send your best team to compete against the top drivers from around the state. For applications and registration, contact: Mark Hochschild by calling (414)761-5372 or mark_h@ci.greenfield.wi.us

League of Wisconsin Municipalities (LWM) Annual Conference

The Annual LWM Conference is scheduled for October 11–13, 2006 in Middleton. Program information will be posted approximately six weeks prior to the event. For more information, contact the LWM at: (608)267-2380 or e-mail: league@lwm-info.org or Web site: www.lwm-info.org

Wisconsin Transportation Information Center (UW-TIC) Calendar

Local government officials may request a partial scholarship for selected UW-Madison Department of Engineering Professional Development short courses. The number of scholarships available is limited. Eligible courses are listed in the Calendar section of the quarterly Crossroads newsletter.

Future workshops available:

Winter Road Maintenance

Fee: \$45

The Winter Road Maintenance workshop offers practical information and procedures for snow and ice control on local roads. Workshop topics include winter road maintenance operations, deicing and anti-icing, chemicals and abrasives and winter maintenance equipment.

Date	Location
October 2	Rhineland
October 3	Cable
October 4	Eau Claire
October 5	Tomah
October 9	De Pere
October 10	Waukesha
October 11	Barneveld

On Site Workshops

Save time and travel costs by bringing instruction to your shop or office. Schedule training for the time and place most convenient for you and ask the instructors to tailor content to your specific needs. On-site workshops let you train more people for the same or less cost including staff from: other municipal departments, nearby communities, and business you contract with. Contact us early to ensure you get the program you need on the date you want.

Here is a list of the workshops offered for 2006:

Basic Surveying for Local Highway Departments

Basic Work Zone Traffic Control

Flagger Training

Winter Road Maintenance

Workshop information can be obtained by calling (800)462-0876 or (608)262-2061, or by visiting <http://tic.engr.wisc.edu/workshops/listing.lasso>

Questions

Please e-mail the council with your questions at lrsc@dot.state.wi.us, or contact Paula Vandehey, Council Chair, (920)832-6474, paula.vandehey@appleton.org or Mary Forlenza, WisDOT Local Transportation Program and Finance Chief and LRSC Staff Chair, (608)264-8724, mary.forlenza@dot.state.wi.us

Electronic newsletter

The Local Roads and Streets Council newsletter is available exclusively in an electronic format. The newsletter is sent via e-mail to the addresses we have on file in our newsletter distribution list. The newsletter is also available on the WisDOT Web site at <http://www.dot.wisconsin.gov/localgov/lrsc/newsletters.htm>. Copies of previous newsletters are also available on the Internet at the same address. To add or change e-mail addresses in the newsletter distribution list, contact the LRSC via e-mail at lrsc@dot.state.wi.us, or contact WisDOT's Kathryn Andren at kathryn.andren@dot.state.wi.us or (608)267-0448.